Neighborhood Follow-Up Workshops

First Workshop-August 18, 1998

Two neighborhood workshops were held to finalize the planning of the recommended designs. Over 40 residents took part in the second workshop. Several important concerns were brought up at this meeting. Key issues the residents mentioned were:

1. Traffic speeding and volume remain a concern;
2. There is a preference to maintain maximum on-street parking;
3. Some residents were concerned that landscaping would be too costly to maintain;
4. Residents want flexibility on the exact location of the medians and angled slow points;
5. Bulb outs or median was requested for the intersection on Kuahaka and Leomele

Following the first workshop, the design team reviewed the comments of the residents, researched their inquiries and made the following changes and additions:

#1 The median between Paakamaa and Kumano Streets on Kuahaka Street will be kept narrow to allow on-street parking on both sides of the street with openings in the median to allow easy access to all driveways.

#2 It is suggested that the neighborhood board work with area residents on the exact location of the angled slow points. The greatest benefit of the angled slow points is to those residents living near the treatment as the speeds at which a vehicle may travel will be the lowest here.

#3 Based on figures that were provided by The Board of Water Supply the cost of watering a tree in Pearl City is about $.99 per year (the cost of one cup of coffee). Whereas, houses on streets with trees are worth about 5% more than those on a street without good trees. This figure is based on 4 gallons of water per day, 180 days a year at $1.77 per 1,000 gallons of water.

#4 While angled slow points create more attractive streets than speed humps, they do require more maintenance by those living in the area. The adoption of the medians and angled slow points by a local school, sevice club or other group is recommended to ensure an adequate level of maintenance.

Follow-Up Workshop, September 10, 1999

At the final workshop several residents expressed interests or concerns before the group reached concensus. Those concerns and the Traffic Calming Team's answers are listed below. Following the final presentation and the question and answer period, the group reached consensus to build the recommended traffic calming treatments.

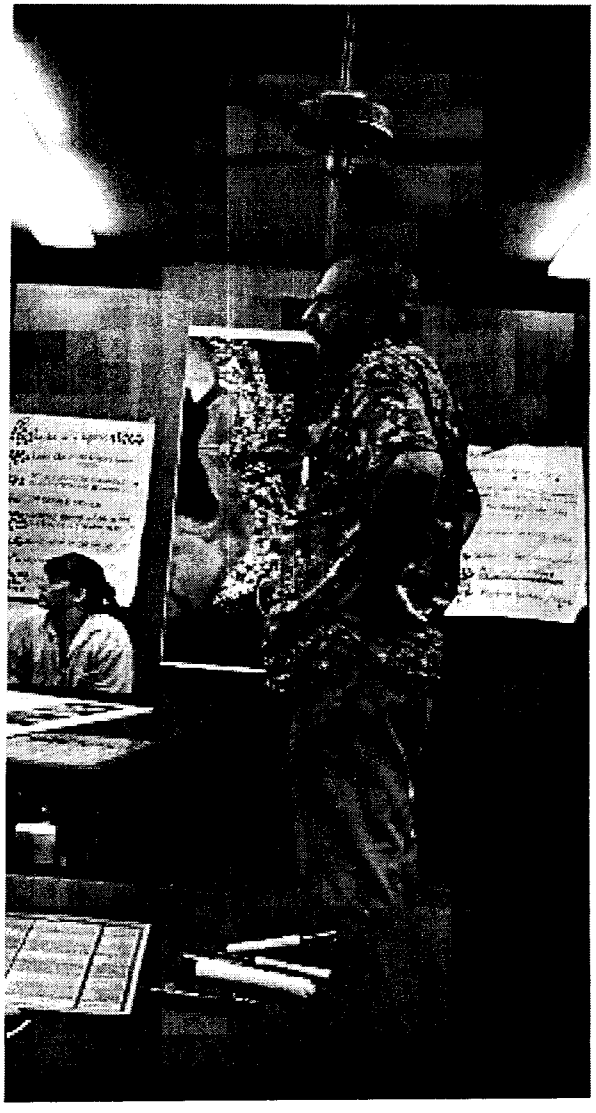
Question and Answer

1. ***Was the Kuahaka and Hooli roundabout suggested in the charrette addressed?***

The citizen group's suggestion for a roundabout at Hooli Street and Kuahaka Street was considered by the Traffic Calming Team. During the engineering analysis of this suggestion, it was determine that a roundabout at this inter
section would be only moderately helpful. The traffic counts at this corner are much lower than at most other intersections on Kuahaka. A roundabout at Hooli would be costly because of the grade of the road, with minimal motorist behavioral improvements.

2. Who will maintain landscaping installed in new devices?

The Traffic Calming Team suggested that there could be several options for who will maintain new landscaping. Some opportunities included assigning neighborhood groups or volunteer organizations to take on the responsibility.



3. Will roundabouts take away property or impede traffic?

It will not be necessary to take any property for the construction of either roundabout. The roundabouts will not impede traffic. This traffic calming device is designed to slow the speed of traffic while moving vehicles more smoothly and efficiently through the neighborhood.

4. Will the new additions to the neighborhood increase the residents' taxes?

The traffic calming project in Pearl City is part of a larger, county-wide project in Honolulu. The funds for the traffic calming project already exist, therefore, no new revenue will need to be generated. The residents of Pearl City will not be taxed in a special assessment or any other method for the traffic calming devices in this report.

5. Another crosswalk should be added at Leomele.

The Traffic Calming Team agreed that a new crosswalk was a good idea for the intersection of Kuahaka and Leomele.

6. What kind of street trees can be planted that will be low maintenance for residents?

The Traffic Calming Team indicated the the choice of tree species is the residents' decision. The team's landscape architect offered Manilla Palms are a fairly low maintenance option for the Pearl City neighborhood.

7. Are roundabouts safer for pedestrians?

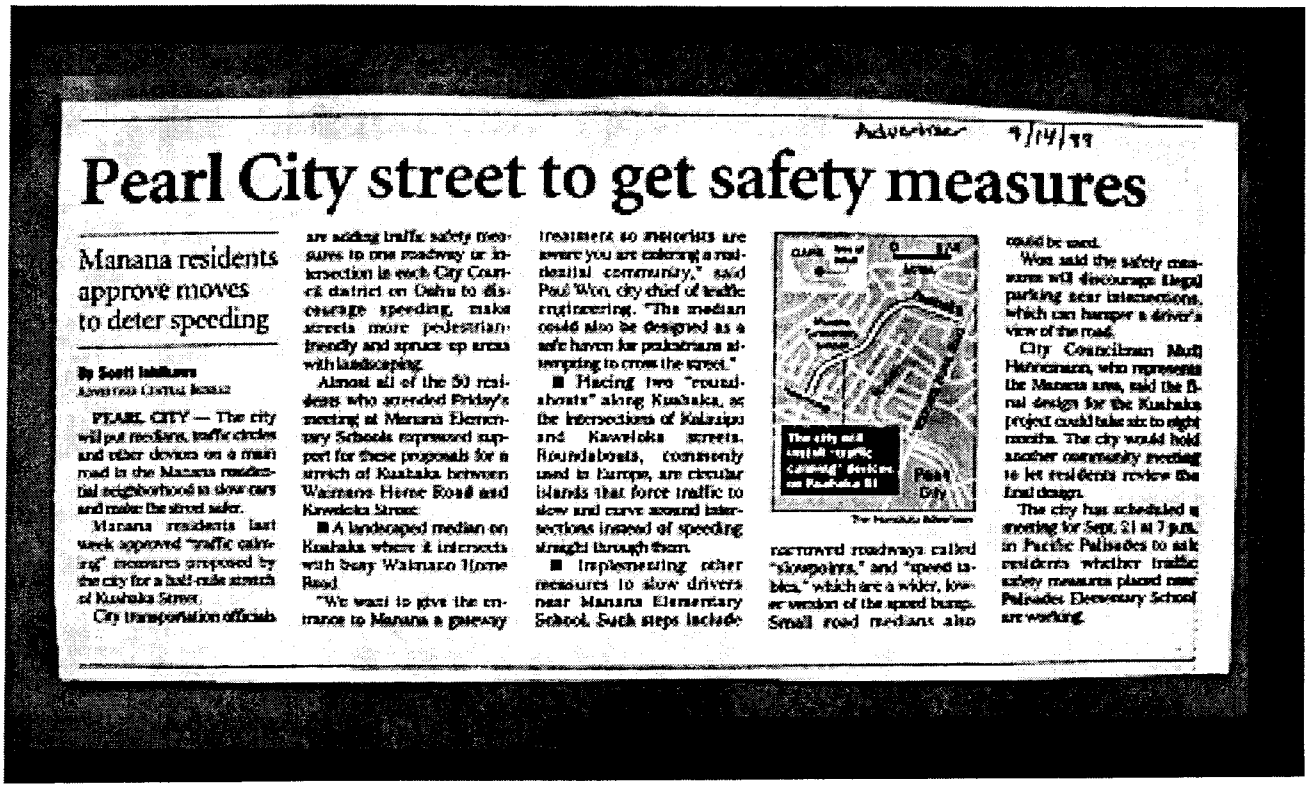
Yes. Roundabouts are much safer for pedestrians for several reasons. When crossing at an intersection pedestrians usually have to deal with traffic coming from at least two directions. At a roundabout pedestrians need only contend with oncoming traffic from one direction at a time. Roundabouts offer pedestrians medians or refuge islands. For those pedestrians that take longer to cross, these are helpful as the person can wait in the refuge for the road to clear, crossing only one lane at a time. In addition, vehicles travel much more slowly through a roundabout than they might at a standard intersection. This offers the pedestrian more time to see a car coming and react appropriately. It also gives the driver more time to see a pedestrian in its path and slow further if necessary.

8. Will the new devices improve conditions for wheelchair accessibility?

Yes. Like other pedestrians, at a roundabout wheelchair users will have more time to cross, slower moving vehiclular traffic to contend with and fewer lanes to cross at a time. In addition, the optimal ADA curb cuts will be part of the new facilities added during the construction process.

9. Has anyone ever run into a roundabout?

The Traffic Calming Team noted that although it happens very infrequently, people have run into a roundabout before. Roundabouts are large objects visually noticeable from quite a distance. Those motorists that are likely to run into a roundabout are even more likely to run into a pedestrian, bicyclist or another car. Roundabouts prevent drivers from harming others in an intersection. Had the roundabout not been a part of the intersection, the motorist that hit it, might have hit someone else.



Advertiser 9/14/99

Pearl City street to get safety measures

Manana residents approve moves to deter speeding

By Scott Ishikawa
Advertiser Capitol Bureau

PEARL CITY — The city will put medians, traffic circles and other devices on a main road in the Manana residential neighborhood to slow cars and make the street safer.

Manana residents last week approved "traffic calming" measures proposed by the city for a half-mile stretch of Kualaka Street.

City transportation officials are adding traffic safety measures to one roadway or intersection in each City Council district on Oahu to discourage speeding, make streets more pedestrian-friendly and spruce up areas with landscaping.

Almost all of the 50 residents who attended Friday's meeting at Manana Elementary Schools expressed support for these proposals for a stretch of Kualaka between Waimano Home Road and Kaweloka Street.

■ A landscaped median on Kualaka where it intersects with busy Waimano Home Road.

"We want to give the entrance to Manana a gateway treatment so motorists are aware you are entering a residential community," said Paul Won, city chief of traffic engineering. "The median could also be designed as a safe haven for pedestrians attempting to cross the street."

■ Placing two "roundabouts" along Kualaka, at the intersections of Kalaipu and Kaweloka streets. Roundabouts, commonly used in Europe, are circular islands that force traffic to slow and curve around intersections instead of speeding straight through them.

■ Implementing other measures to slow drivers near Manana Elementary School. Such steps include

The Honolulu Advertiser

raised road ways called "slowpoints," and "speed tables," which are a wider, lower version of the speed bump. Small road medians also could be used.

Won said the safety measures will discourage illegal parking near intersections, which can hamper a driver's view of the road.

City Councilman Mufi Hannemann, who represents the Manana area, said the final design for the Kualaka project could take six to eight months. The city would hold another community meeting to let residents review the final design.

The city has scheduled a meeting for Sept. 21 at 7 p.m. in Pacific Palisades to ask residents whether traffic safety measures placed near Palisades Elementary School are working.